



Representative
**Hans
Dunshee**



**39th District
Questionnaire**

Dear neighbors,

There's nothing more important to me than hearing directly from you, the citizens I represent in the House of Representatives. Your opinion matters more than whatever the special interest lobbyists say down in Olympia during session. It's a pleasure to be back home in district and talking to real human beings.

Before the Legislature goes back into session in January, I wanted to hear what you think the state should do.

- How can we create jobs and help families hurt by layoffs?
- What's the best way to unclog traffic gridlock?
- Should firefighters and police officers get better tools to protect us and guard against terrorism?

I welcome your comments and ideas. This nation, is great because it gives everyday people liberty and opportunity like nowhere else in the world. These are tough times, but this state is full of smart folks and hard-working citizens. If we work together and put aside political differences, we can come out of this stronger than before.

Thank you for your time. I hope to hear from you.

Sincerely,

Rep. Hans Dunshee

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Committees:
Co-chair of Local Government and Housing
Member of Appropriations
Member of Agriculture and Ecology

39th District Questionnaire

What are the two biggest challenges facing our state?

- | | |
|--------------------------------------|--|
| <input type="checkbox"/> Jobs | <input type="checkbox"/> Growth |
| <input type="checkbox"/> Health care | <input type="checkbox"/> Morality |
| <input type="checkbox"/> Terrorism | <input type="checkbox"/> Lack of transportation options |
| <input type="checkbox"/> High taxes | <input type="checkbox"/> Protecting the environment |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Too much environmental regulation |
| <input type="checkbox"/> Other _____ | |

Economic Opportunity

Has anyone in your family been hurt by layoffs at Boeing or elsewhere?

- ☐ Yes ☐ No

What should the state do to create jobs and ease the pain of layoffs?

- ☐ Better retraining for laid-off workers
- ☐ Loan money so people can start new businesses
- ☐ Create jobs by building public facilities such as needed roads, parks and other public projects — as was done in the Great Depression by President Franklin Roosevelt
- ☐ Job creation is none of the government's business
- ☐ Cut government spending



Safer Communities

Lots of ideas are floating around to make our community safer. Most ideas cost money. Where should we spend our limited tax dollars?

- ☐ Police at airport screening
- ☐ Anti-terrorism training and response planning for police
- ☐ Firefighters equipment
- ☐ Protect the water supply
- ☐ Bioterrorism training for police, firefighters and citizens

Would you pay higher taxes for safer communities?

- ☐ Yes ☐ No

Traffic gridlock

- ☐ No taxes ever
- ☐ 1 penny a year for 10 years
- ☐ 3 cents a year for three years
- ☐ 12 cent increase one time



If a traffic plan goes to citizens to decide, what features would you want in such a plan?

All new money raised in a county stays in that county

- ☐ Yes ☐ No

A list of projects in your area that would get built

- ☐ Yes ☐ No

Better mass transit (van pools, buses, trains, HOV lanes)

- ☐ Yes ☐ No

All the money going to new roads, not other options

- ☐ Yes ☐ No

A second vote after 5 years to change or end the plan

- ☐ Yes ☐ No

Education

Should the state subsidize vouchers for private schools?

- ☐ Yes ☐ No

Grade your local schools — how are they doing?

- ☐ A ☐ B ☐ C ☐ D
☐ F ☐ Incomplete/don't know



Growth and traffic

Suburban sprawl threatens our small towns and rural areas. Sprawl clogs our roads, overcrowds our schools and stretches our sheriff deputies and police — and we taxpayers get stuck with the bill.

To fight sprawl, I'm considering reforms and legislation. I'd like your thoughts on what makes sense and what doesn't.

Right now, taxpayers get stuck with the bill for sprawl. Should developers pay the extra costs for police, courts and jails?

- ☐ Yes ☐ No

Should new developments pay for the state roads they require?

- ☐ Yes ☐ No

Vanpools are cheap and effective, while pouring new roads is the most expensive way to deal with growth. Should a third of new money for transportation go toward alternatives to roads?

- ☐ Yes ☐ No



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Hans Dunshee

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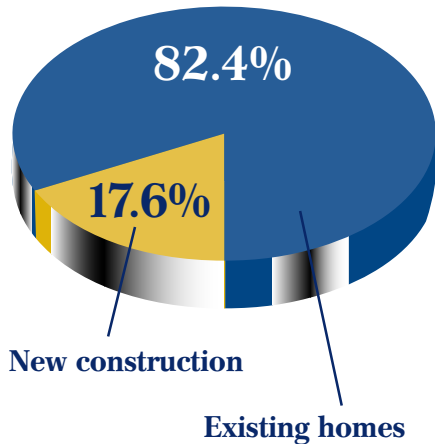
Impact fees and new homes

One of the myths about controlling sprawl is that homebuyers will have to pay the impact fees.

This is wrong. The cost of impact fees is paid by the developer. Here's why:

Step 1:

Find the market price for homes in an area. Four of five homes for sale are already built, so that dictates the price for new homes, too.



Step 2:

Estimate the cost to build the house: labor, plumbing, permits, impact fees, everything.



Step 3:

The market price minus construction costs = how much is left to buy land and make a profit. Therefore, the land price is affected by the impact fees, not the sale price of the home.

Comments on any other subject: _____

If you'd like more information than these newsletters, I send citizens regular updates by e-mail.

To subscribe, send an e-mail with the words "SUBSCRIBE" in the subject line. My address is: **dunshee_ha@leg.wa.gov**

Oops! My last newsletter incorrectly said that money was allocated to finish the Monroe bypass. I apologize for this mistake. The \$15.2 million for work along the entire length of State Route 2 includes \$125,000 for planning the Monroe bypass. This at least keeps the project on the radar screen during the tight budget year. It will take about \$36 million to build a four lane bypass. There are also some great ideas – and cheaper options – for speeding up the existing corridor. I will continue to work for a solution. Again, sorry for the mistake.

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